N

S

Nez Perce Escape Wayside Exhibit

Dead Indian Summit Monument

Powell

Lovell

Cody

Greybull

Basin

Jim Bridger Trail Historic Marker

Meeteetse

Worland

Jim Bridger Trail Historic Marker

Thermopolis

Dubois

Jackson

Connor Battlefield

Deyton

Sawyer Fight Site

Sheridan

George Crooks Camp

Fetterman Fight Site

Fort Phil Kearney

Wagonbox Fight Site

Portugee Phillips Monument

Buffalo

Fort McKinney

Crazy Woman Battlefield

Cantonment Reno

Fort Reno

Dull Knife Fight Site

Kaycee

Wright

Midwest

Gille

Astorians Campsite

Upper Green River Rendezvous

Fort Bonneville

Pinedale

Father Pierre DeSmet Site

New Fork Crossing

Big Piney

Buckskin Crossing

Fort Washakie

Ft Washakie

Riverton

Shoshoni

Lander

Fort Thompson/ Camp McGraw

Waltman Crossing

Red Buttes Battleground

Reshaw Bridge

Glenrock

Emigrant Gap

Casper

Fort Caspar

Avenue of Rocks

Willow Springs

Prospect (Ryan) Hill

Horse Creek

Independence Rock

Devils Gate

Bessemer Bend

Split Rock

Sun Ranch/ Martins Cove

6th Crossing

South Pass City

Miners Delight

Atlantic City

Pacific Springs

South Pass Overlook

Plume Rock

Dry Sandy

Swales

Willies Handcart Disaster

Rocky Ridge

Ice Slough

Twin Mounds

South Pass

Oregon Buttes

Lucinda B. Wright Grave

La Barge

Names Hill

Little Sandy Crossing

Big Sandy Crossing

Simpsons Gulch

False Parting of the Ways

Parting of the Ways

Pine Grove Emigrant Spring

Cokeville

Nancy Hill Grave

Johnson Scout Rock

Green River Ferry

Kemmerer

Granger Stage Station

Bryan South Pass Road

Point of Rocks South Pass City Road

Rawlins Fort Washakie Stage Road

Point of Rocks

Bairoil

Rawlins

Fort Fred Steele

Medicine Bow

Bridger Pass Station

Rock Creek

Rock Creek Fort Fetterman Road

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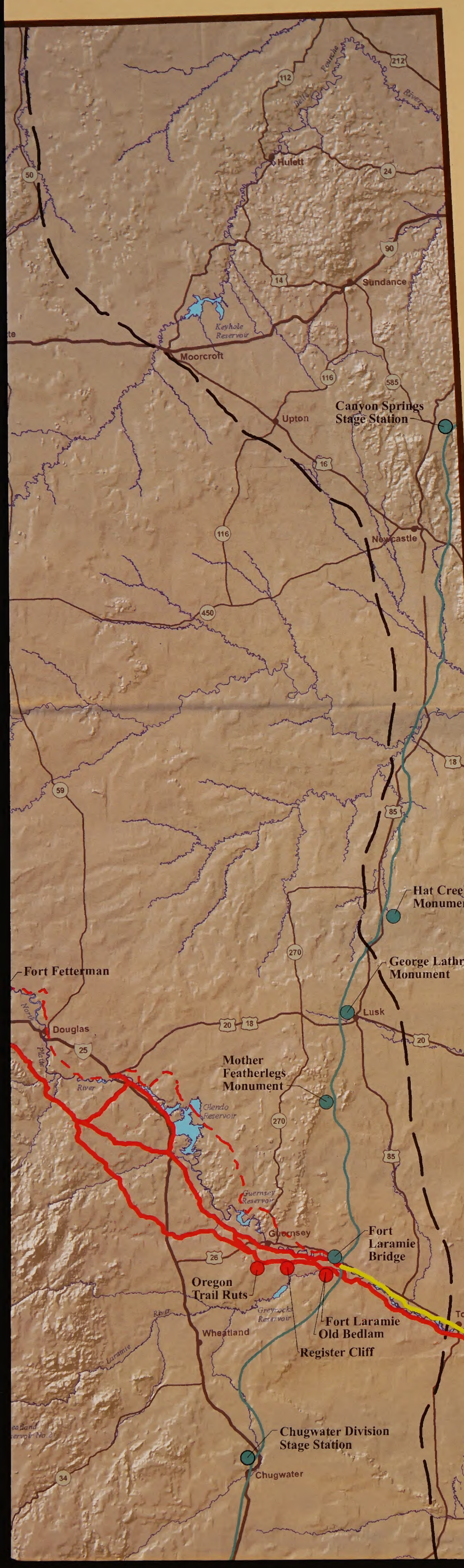

South Pass...Gateway to the West

During the 1800s, Wyoming became the focus for American expansion into the trans-Mississippi west. Robert Stuart's discovery of South Pass in October 1812, gave hope that a practical overland route to the Pacific (the route Lewis and Clark searched for but failed to find) did exist.

When Stuart and his band of Astorians returned to St. Louis in the spring of 1813, a newspaper report stated, "By information received from these gentlemen, it appears that a journey across the continent of North America might be performed by wagon, there being no obstruction on the whole route ..." But Stuart wasn't really sure where he had been. Ten more years would slip by before another party of explorers would re-discover the Pass he had found.

By 1824, South Pass was in annual use by mountain men and trappers engaged in the Rocky Mountain Fur Trade. Soon trappers discovered connections that linked South Pass with the Snake and Columbia rivers and with the Hudson's Bay Company holdings of the Pacific Northwest.

The first organized emigrant wagon train left the United States at the Missouri River in 1841 and rolled west through South Pass. The Bidwell-Bartleson Party was headed for a new life in California. They made it all the way, but were forced to abandon their wagons in the Great Basin Desert. Another wagon train had a similar experience in 1842, although pathfinder John C. Fremont, who explored and mapped the South Pass route that same year, declared it safe for overland travel.

The following spring, Marcus Whitman organized an emigrating party of nearly 1,000 men, women and children into a huge wagon train consisting of 120 covered wagons and several thousand head of livestock and headed for the Columbia River, some 2,000 miles and six months distant. The "Great Migration of 1843" succeeded, officially opening a road of emigration, settlement and commerce to the Pacific Northwest, a road that would come to be known as the famed "Oregon Trail." Thousands of westbound pioneers would follow their tracks in subsequent years.

People of the Mormon faith joined the westward emigration in 1847. They turned southwest after crossing South Pass and headed for the valley of the Great Salt Lake. In 1849, a flood tide of humanity poured through the great South Pass as the Forty-niners went rip-roaring to the gold fields of California. Some 150,000 pioneers went west between the years of 1849 and 1852.

By the mid-1850s, stage coaches and freight wagons were regular users of the Oregon, Mormon and California trails, rolling both east and west through South Pass. For 18 months in 1860-61, the riders of the Pony Express transcontinental mail service thundered through the pass on an incredible schedule covering 2,000 miles from St. Joseph, Missouri, to San Francisco, California, in 10 days or less.

Historians estimate that some 500,000 pioneers "went westering" along the South Pass trail system before the great overland wagon train migrations came to a halt with the completion of the transcontinental railroad in 1869. About 80,000 were headed for the Willamette Valley in Oregon. Some 70,000 Mormons had the Great Salt Lake region as their destination. Most of the remaining 350,000 were bound for California with just a few headed for intermediate destinations. Of those that started the journey, one in 10 would not complete it. Thousands would die along the way, mostly from accidents, cholera and other diseases. Some would simply "see the elephant" and turn back.

South Pass has been designated a National Historic Landmark as a lasting tribute to its historical importance and significance to the settlement of the West.

Legend

- Historic Site (color indicates corresponding trail)
- Oregon Trail
- Mormon Pioneer Trail
- Oregon/Mormon Pioneer/California/Pony Express Trails (all trails follow roughly the same route)
- Mormon Pioneer/California/Pony Express Trails
- Child's Cutoff
- Lander Trail
- Seminoe Cutoff
- Sublette Cutoff
- Slate Creek Cutoff
- Kinney Cutoff
- Dempsey-Hockaday Cutoff
- Ham's Fork Cutoff
- 1849 Cherokee Trail (approximate route)
- 1850 Cherokee Trail (approximate route)
- Cheyenne Deadwood Stage Route
- Stagecoach and Freight Roads
- Overland Trail
- Nez Perce Trail
- The Texas Trail
- Bozeman Trail
- Bridger Trail

0 5 10 20 30 40 50 Miles

1 inch equals approximately 12 miles

PUBLIC ACCESS

Because of the intermingled land ownership patterns across Wyoming, access to public lands can, in some cases, be difficult. Public lands should be accessed by way of public roads or on routes having public easements. Some public lands have no public access and can only be reached with the permission of the private landowner. The BLM has developed a series of 1:100,000 land status maps that cover the entire state of Wyoming. These maps include land status, road and topographic features. The maps are available at any BLM office for a fee.

ADDITIONAL INFORMATION

For more information about historic trails on public lands in Wyoming, please contact:
Bureau of Land Management /Wyoming State Office
5353 Yellowstone Road, P.O. Box 1828, Cheyenne, WY 82003, (307) 775-6256
Internet address: www.blm.gov/wy
National Historic Trails Interpretive Center
1501 North Poplar, Casper, WY 82601, (307) 261-7700
Internet address: www.blm.gov/wy/st/en/NHTIC.html

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NATIONAL SYSTEM OF PUBLIC LANDS

BLM

Wyoming's Great Historic Trails (1840-1900)

The Oregon Trail - 1843-1868:
Although its name has come to symbolize the entire western covered wagon emigration, the Oregon Trail is a distinct wagon road that stretched 1,932 miles from Courthouse Square in Independence, Missouri, to Oregon City on the Willamette River in Oregon country.

The actual route is well marked by BLM concrete marker posts and by white carsonite stakes placed by the Oregon-California Trails Association. Much of the trail west of Casper is located on public lands and is visible and accessible. Auto tour route signs are posted on public roads and highways paralleling the trail.

The Mormon Pioneer Trail - 1846-1868:
This 1,297-mile trail links Nauvoo, Illinois, with Salt Lake City, Utah. The western stretch of the trail across Wyoming was opened in 1847 when church leader Brigham Young led a pioneer party of 148 Mormons and 72 wagons from the Missouri River to their new, permanent home in the Salt Lake Valley. The Mormon Pioneer Trail through Wyoming is identical to the Oregon Trail from Fort Laramie to Fort Bridger. The same patterns of land ownership and trail marking apply.

The California Trail - 1841-1868:
The first two wagon trains that headed west in the years 1841 and 1842 were bound for California, not Oregon. This trail is best known for the incredible amount of traffic it carried during the California Gold Rush years of 1849 through the mid-1850s. The California Trail continued to split traffic with the Oregon Trail before and after the Gold Rush.

The California Trail shares its route with the Oregon and Mormon Trails. During the Gold Rush years, most of the California-bound emigrants elected to take any one of a series of shortcuts west of South Pass. Trail marking and land ownership patterns are the same as the Oregon and Mormon Trails.

The Pony Express Trail - 1860-1861:
For eighteen months starting in April 1860, the Pony Express was the talk of the nation. Since that time, it has become a legend the world enjoys. The firm of Russell, Majors and Waddell turned the idea into reality and a crew of "young, skinny, wiry fellows...expert riders willing to risk death daily" carried it out. Each rode over 100 miles a day, changing horses every 10-15 miles, carrying the mail 2,000 miles in 10 days, sometimes less. The completion of the transcontinental telegraph in October 1861, signaled the end of the Pony Express.

The Pony Express Trail follows the Oregon and California Trail routes through eastern Wyoming and South Pass to Fort Bridger. From there, it makes use of the Mormon Trail into the Salt Lake Valley. The route is well marked, both along the actual trail and on parallel highways and byways. Much of the trail is on BLM public lands west of Casper.

The remains of the Pony Express historic supply stations have been lost or are not legally accessible, and are not shown on the map.

"Old Bedlam" at Fort Laramie

Fort Laramie National Historic Site - Established in 1834 as a fur trading post. Purchased by the U.S. Army in 1849 to protect emigration on the trails. National Park Service Site, open year-round, fees charged.

Old Bedlam - Built in 1849 as a bachelor officers quarters at Fort Laramie. This is the oldest standing building in Wyoming.

Register Cliff State Historic Site - Riverside bluff covered with emigrant names from the 1850s and 1860s. State Outdoor Interpretive Site, free.

Oregon Trail Ruts State Historic Site - Wagon wheel ruts carved deep into sandstone bluff. Site has become the "signature" of the Oregon-Mormon-California trail system. State Outdoor Interpretive Site, free.

Oregon Trail ruts near Guernsey

Reshaw Bridge - The first bridge built across the North Platte River by John Reshaw in 1852. Operated as a toll bridge for emigrant wagon trains until 1865. Marker at Evansville in Reshaw Park.

Fort Caspar - Site of early bridge and ferry crossings of the North Platte River. A military post in the 1860s. Natrona County Historic Site and Museum.

Emigrant Gap - A low pass west of the North Platte River crossing at Fort Caspar. Public roads, interpretive signs.

Red Buttes Battleground - An Army supply wagon train was attacked by Indians on July 26, 1865. Sergeant Amos Custard and 20 of his troop were killed. Highway interpretive sign, private land.

Bessemer Bend - The original and uppermost crossing of the North Platte River. Pony Express Station Site. Public Roads, BLM Outdoor Interpretive Site, free.

Avenue of Rocks - Landmark crossed by the Oregon-Mormon-California and Pony Express Trails between the North Platte River and Willow Spring. County road, State land, not marked.

Fort Caspar

Willow Spring - The site of a stage and Pony Express station located near a spring at the approach to Prospect Hill. Public road, BLM land.

Prospect (Ryan) Hill - A high hill beyond Willow Spring campground that offered a fine view, or "prospect," of the surrounding country. Public road, BLM Outdoor Interpretive Sign.

Horse Creek - Oregon-Mormon-California Trail campsite and the location of the Edward Martin Handcart Company rescue.

Independence Rock State Historic Site - A major landmark on the emigrant trails, it is covered with pioneer names. Also known as "The Great Record of the Desert." State Outdoor Interpretive Site and Highway Rest Area, open year-round, free.

Devils Gate - A spectacular canyon cut through the Granite Mountains by the Sweetwater River. BLM Outdoor Interpretive Site.

Sun Ranch/Martins Cove Visitor Center - The story of the Mormon Handcart disasters of 1856, the Trail history at Devils Gate, and of the historic Sun Ranch. Latter Day Saints Church Interpretive Site. Hiking trails, open year-round, free.

Split Rock - Trail landmark in the Sweetwater Valley. Pony Express Station site. BLM Outdoor Interpretive Site

Ice Slough - A place where emigrants could dig into marshy ground and find clear ice in mid-summer. Roadside information sign.

6th Crossing - The sixth time the Oregon-Mormon-California Trail crossed the Sweetwater River. Also the rescue site of the James G. Willie Handcart Company. Latter Day Saints Church Interpretive Site.

Rocky Ridge - One of the roughest places on the Oregon-Mormon-California Trail. By climbing and crossing this place, emigrants reached the South Pass Plateau. Markers and information signs, BLM land, remote location.

Willie's Handcart Disaster - Grave site of 15 members of the Mormon Handcart Company who died in November, 1856. Public roads, Latter Day Saints Church Information Sign.

Names carved on top of Independence Rock

Twin Mounds - Landmark near South Pass. Thought by many to be the actual summit of the pass. Interpretive sign, BLM land, remote site.

Oregon Buttes - Emigrant trail landmark that marked the entry into "Oregon Country" of the 1840s. Interpretive sign, BLM land, remote site.

South Pass - The most important landmark on the historic trails and the geologic feature that unlocked the Pacific Northwest to overland emigration. Interpretive signing and monuments, BLM land, remote site.

Pacific Spring - The first water flowing westward beyond South Pass. Site of a stagecoach and Pony Express Station. Interpretive sign, BLM land, remote site.

South Pass Overlook - The history of South Pass is detailed at this roadside BLM Interpretive Site.

False Parting of the Ways - Roadside Interpretive Site explains how and why the trails start to split west of South Pass.

Plume Rock - Trail landmark above the Dry Sandy River. Information sign, BLM land, remote site.

Dry Sandy Swales - Well-preserved desert ruts of the Oregon-Mormon-California Trails. Just west of Dry Sandy Crossing. BLM land, remote site.

Little Sandy Crossing - Site of a major campground and the first good water west of Pacific Spring. Remote site, interpretive sign, BLM lands.

Big Sandy Crossing - Site of a Pony Express station where Jim Bridger first met Brigham Young in 1847. Interpretive signs.

Simpson's Gulch - A government supply wagon train was burned at this site during the "Mormon War" of 1857. Interpretive signs.

Green River (Lombard) Ferry - Where many emigrant wagon trains crossed the Green River. BLM Outdoor Interpretive Center.

Church Butte - A landmark along the Oregon-Mormon Trails. County roads, not marked.

Fort Bridger State Historic Site - Built by Jim Bridger and Louis Vasquez in 1842-43. The first fort in the west designed to supply the overland emigration rather than the fur trade. Closed in winter, state fees.

Fort Supply - Site of a Mormon vegetable farm that supplied produce to the growing population in the Salt Lake Valley. Private land, roadside marker and information sign.

Sweetwater River at Devil's Gate

The Cutoffs - 1841-1868:
By 1850, the Oregon-Mormon-California trail system had developed almost as many shortcuts as there were wagon masters. The emigrants called them "Cutoffs." The following is a partial list:

Sublette Cutoff :
One of the earliest shortcuts, this trail made an almost due east-west connection between South Pass and the Bear River, avoiding a southern loop to Fort Bridger. Most emigrants avoided it, but the Forty-niners loved it. It saved 70 miles, or about three days travel time. Well marked, mostly public land.

Parting of the Ways

Parting of the Ways - Point where the Sublette shortcut leaves the original emigrant road to Fort Bridger. Interpretive sign, BLM land, remote site.

Lucinda B. Wright Grave - The trail side grave of a pioneer woman traveling the Sublette Cutoff. BLM land, remote location.

Names Hill - A bluff beside the Green River used by emigrants to record the occasion of their travel. Many names are still visible. Roadside markers and information signs.

Pine Grove - A campsite of the Sublette Cutoff. BLM land, remote site.

Nancy Hill Grave - The grave of a young woman who died on the Sublette Cutoff in 1852. Nearby is the grave of Alfred Corum who died July 4, 1849. Interpretive signs, BLM land, remote location.

The trail as it approaches Split Rock

The Dempsey-Hockaday, Kinney and Slate Creek Cutoffs:
Three variations on the Sublette Cutoff, the Dempsey-Hockaday Road stayed north of the Sublette while the Kinney and Slate Creek tracked south, following the Big Sandy to the Green River. All four routes went generally due west from different crossing sites along the Green River and joined before reaching the Bear River. Mostly public land, but marking is spotty on all routes.

Johnson Scout Rock - A fallen sandstone block that bears the inscription "T.C. Johnston L.A. Cary 1850 Scouts." BLM land, remote location.

Emigrant Spring - A camping spot on the Slate Creek Cutoff. Pioneer names on the surrounding bluffs. BLM land, remote site.

The Hams Fork Cutoff:
A little used route that followed the main trail southwest to the junction of Hams Fork and Blacks Fork Rivers before following the Hams Fork northwest to join the Sublette Cutoff. Mostly private, river bottom land. Not marked.

The Seminoe Cutoff:
An alternate route through the South Pass region. The Seminoe tracked south of the main trails and rejoined the main trail just west of the final crossing of the Sweetwater east of South Pass. Well marked, mostly public land.

Child's Cutoff:
A branch of the Oregon-Mormon-California Trails that followed the north bank of the North Platte River from Fort Laramie to the Red Buttes area. It eliminated the need to cross the Platte for emigrants starting from the Council Bluffs and Winter Quarters trailheads in Iowa/Nebraska. Private land, not marked.

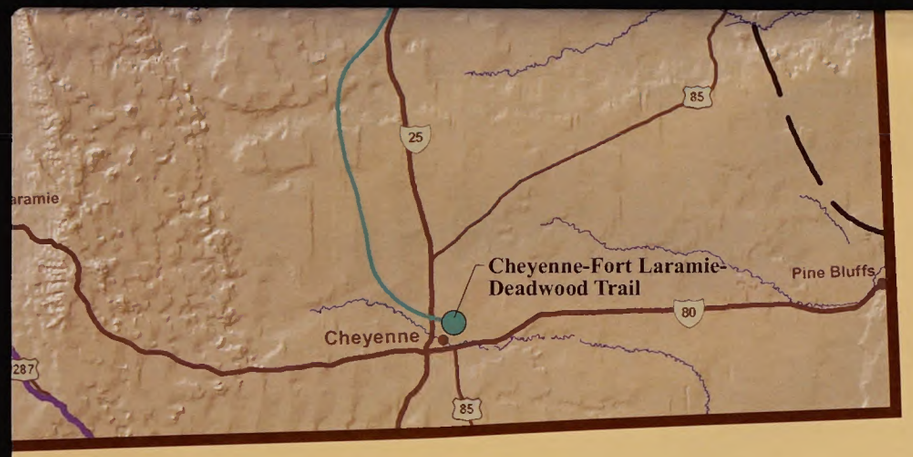
The Hastings Cutoff:
This route was pioneered and promoted by Lansford W. Hastings as the best and most direct route to the Salt Lake Valley and California. He first convinced the Donner Party to try it in 1846. Instead of the good wagon road he described, they found a terrible, nearly impassable route and lost precious time building a path for their wagons. In 1847, the Mormons followed the route the Donners had improved and experienced little trouble. Well marked, public and private land mix.

The Lander Trail:
This shortcut between South Pass and the Snake River country was surveyed and built in 1857-58 by pioneer engineer Fredrick W. Lander for the Department of the Interior. It is the only stretch of the Oregon Trail system to be subsidized and constructed by the federal government. More than 13,000 emigrants traveled it in 1859, its first year of use. The route is well marked in most places. BLM and Forest Service lands predominate with public roads following much of the route.

Buckskin Crossing - A crossing of the Big Sandy River used by fur trappers and traders, and later by the Lander Trail branch of the Oregon Trail. County road, BLM land.

New Fork Crossing - Campground and river crossing on the Lander Trail branch of the Oregon-California trail system. BLM Outdoor Interpretive Sign.

Church Buttes



z Peree Trail - 1877:
mmer and fall of 1877 were punctuated
es of bloody battles and elashes
a band of Nez Perce, who refused to
federal government reservation treaty,
U.S. Army, bent on forcing them back
Oregon reservation. The chase covered
les crossing Yellowstone National Park
hwest Wyoming. The Nez Perce were
e leadership of Chiefs Looking Glass,
and Joseph at various times during the
battle. Chief Joseph finally surrendered
hat the Nez Perce "...would fight no
ever."
ation signs in Yellowstone National
on Dead Indian Hill mark the Nez
ail. State Highway 296 has been
designated the Chief Joseph Scenic

dian Summit Monument - Chief
led the Nez Perce through this pass
of the mountains during his strategic
fensive retreat in 1877.
ce Escape Wayside Exhibit - A group
Perce, fleeing from U.S. troops under
mmand of General Oliver Howard,
Yellowstone National Park en route
ida in 1877.

erokee Trails - 1849-1850:
nt parties that included members of
okee Nation journeyed to California in
wo years of the Gold Rush. Starting
n Oklahoma, they blazed the first
ails through the Rocky Mountains that
e South Pass. They pioneered routes
e Laramie Plains and the Red Desert
paralleling Interstate 80, connecting
Oregon-California Trail in western
g. Some combination of the Cherokee
ould be used to create Ben Holladay's
l Trail in 1862.
ard Crossing - The location where the
ee Trail crossed the Green River.
d within the Flaming Gorge National
tion Area.

BLM Pinedale Library

Reenactment of riding the Bridger Trail

Stagecoach and Freight Roads - 1869-1900s:
With the completion of the Union Pacific Railroad across southern Wyoming in 1869, a series of stage and freight wagon roads were developed to serve fledgling communities to the north. Two of these roads, the Bryan-South Pass Road and the Point of Rocks-South Pass City Road, were established to serve the boom town of South Pass City that sprang to life following gold discoveries along the upper Sweetwater region in 1867. Soon a new stage road, the Rawlins-Fort Washakie Stage Road, was developed to serve the headquarters of the Wind River Indian Reservation.

The stage roads are located mostly on BLM public lands but are not marked or well mapped.

Fort Thompson/Camp McGraw - Established in 1857 as the winter quarters for the crew building the Lander Road, a cutoff of the Oregon-California Trail. Highway marker and interpretive sign.

South Pass City State Historic Site - A ghost town from the gold boom of 1867 which was once the largest city in Wyoming. Open year-round, but most buildings close in winter, state fees.

Atlantic City - Another town that grew from the South Pass gold rush. Still an active town with some services available year round.

Miner's Delight - The ruins of a mining camp in the South Pass/Sweetwater Gold Mining District. BLM land and interpretive sign, remote location.

Fort Washakie - The military Fort Brown was renamed in honor of the Shoshone Chief in 1878. Headquarters of the Wind River Indian Reservation and hub of early central Wyoming stage and wagon roads. Original buildings, markers and information signs.

The Overland Trail - 1862-1869:
Ben Holladay established this new trail through Bridger Pass as a shorter, safer route for his Overland Stages that had previously been operating along the Oregon Trail system through South Pass. This southern Wyoming trail required some road construction and the building of a series of stations and water supply systems along the way. Some emigrant parties also made use of the Overland Trail.

The Overland Trail is not well marked. The trail is mostly on private land east of the North Platte River. Public lands start to dominate the route in westerm Wyoming.

Rock Creek Station - A main stage station on the Overland Trail. Some buildings still exist. Private land, marker on the county road.

Bridger Pass Station - Site of a station located on the Overland Trail near Bridger's Pass, the crossing of the Continental Divide.

Dug Springs Stage Station - Ruins of a stage station along the Overland Trail. BLM land, remote location.

Fort LaClede Stage Station - Ruins of a stage station along the Overland Trail. BLM land, remote location.

Black Buttes Stage Station - Ruins of a stage station along the Overland Trail. County road.

Point of Rocks Stage Station - Restored ruins for a station on the Overland Trail that was later used as a freight and stagecoach departure point for the South Pass gold mines. Interpretive sign.

Rock Springs Stage Station - Site of a stagecoach station on the Overland Trail. Monument in the town of Rock Springs.

Green River Stage Station - Location of an Overland Trail stage station and ferry boat service across the Green River. Monument in the town of Green River.

The Bozeman Trail - 1864-1868:
John Bozeman pioneered this route to gold camps in western Montana. The Bozeman Trail became the most hated of all the western emigration trails because the route violated the cherished hunting grounds of the Sioux. Red Cloud and his allies vowed that no white man should invade this territory. The battles fought along this trail were the most violent, frequent and devastating of any during the Plains Indian Wars. The brief history of the "Bloody Bozeman" ended in 1868 when the Army abandoned Fort Phil Kearny, the trail's chief outpost of protection.

The actual route of the Bozeman Trail is not well marked, although numerous monuments and informative signs are located at places where the trail intersects modern public roadways. Much of the trail is located on private land.

Fort Fetterman State Historic Site - Last outpost on the Bozeman Trail and used as a staging post for the Plains Indian Wars. Summer season only, free.

Cantonment Reno - The second fort on Powder River, used from 1876-1878 during the Great Sioux War. Moved north in 1878 and renamed Fort McKinney.

Fort Reno - The first of several forts built along the Bozeman Trail in 1865. Abandoned when the Treaty of 1868 granted rights to the region to the Plains Indian tribes. County road monument.

Dull Knife Fight Site - The final battle in General Crook's 1876 campaign to revenge Custer and the Battle of the Little Bighorn. Monument on private land, interpretive sign on the highway.

Pacific Buttes

Crazy Woman Battlefield - On July 20, 1866, a small detachment of soldiers was attacked by a band of Sioux. Jim Bridger led a troop of 200 soldiers from Fort Kearney to the rescue. County road monument.

Fort McKinney - Established on the Powder River crossing of the Bozeman Trail in 1878. Now the Wyoming Soldiers and Sailors Home. Highway interpretive sign.

Portugee Phillips Monument - John "Portugee" Phillips rode 236 miles in four days through blizzards and sub-zero temperatures to seek reinforcements from Fort Laramie following the Fetterman Massacre near Fort Phil Kearney. Roadside monument.

Fort Phil Kearney State Historic Site - Established to protect traffic on the Bozeman Trail in 1866. Hated by the Sioux, Cheyenne and Arapahoe, it was the focus of many battles. The fort was abandoned and burned in 1868. State Outdoor and Indoor Interpretive Center, state fees.

Fetterman Fight Site - An impressive monument marks the place where a troop of 81 officers, enlisted men and civilians were ambushed and killed by warriors under the command of Red Cloud on December 21, 1866. Interpretive signs and trail, fees charged.

Wagon Box Fight Site - A small wood-gathering party held off 800 attacking Indians by using the Army's new rapid fire Springfield rifles. Interpretive signs and markers.

General Crook's Camp - Headquarters for Crook's 1876 campaign against the Plains Indian tribes. Interpretive sign.

Connor Battlefield State Historic Site - General Patrick Connor led the Powder River Expedition into an 1865 battle against an Araphoe village at this site. Interpretive signs.

Sawyer Fight Site - Colonel J.A. Sawyer's Bozeman Trail road building crew fought with Arapahoe for 13 days in 1865. Highway interpretive sign.

Fort Bridger

The Bridger Trail - 1864-1900s:
This road was intended to be a safe and acceptable alternative to the Bozeman Trail, connecting the Oregon Trail at Fort Caspar with the gold fields in western Montana via a route west of the Big Horn Mountains. Mountain man Jim Bridger established the route under contract with the Army Corps of Engineers. The trail did see some emigrant and freight wagon use but became more important later as Wyoming settlers started to move into the Bighorn Basin.

The Bridger Trail is not marked and is still not well known. Much of the trail west of Casper crosses BLM public lands. Once in the Bighorn Basin, most of the trail is on private land.

Waltman Crossing - A site on the Bridger Trail from Fort Caspar to the gold fields in western Montana. Highway Rest Area and interpretive sign.

Jim Bridger Trail Historic Marker - On Bridger's route to the western Montana gold fields. This trail was an alternative to the "Bloody Bozeman" on the east side of the Big Horn Mountains. BLM land, public road.

Cheyenne-Deadwood Stage Road - 1876-1887:
This trail tells the story of gold-laden Concord stagecoaches rocking wildly on leather through-braces, pulled at top speed by perfectly matched six-horse teams. Of outlaws hidden along the road, willing to do anything to get the gold. Of Sioux warriors gathering on the ridges, angered at white man's intrusion into their sacred Black Hills. Of Wyatt Earp as shotgun messenger, George Lathrop as driver with Wild Bill Hickok, Calamity Jane and Buffalo Bill as passengers. Of the U.S. Calvary charging across the prairie to protect the coaches and cargo. It was a clash of cultures and values that could only have happened in Wyoming.

The Cheyenne-Deadwood Road is marked by monuments and information signs at intersections with public roads. Most of the actual trail is on private land, but much of the route is paralleled by improved county and state roads.

Cheyenne-Fort Laramie-Deadwood Trail - Monument marks the start of the famous stage route that connected the railroad in Cheyenne with the gold mines in the Black Hills.

Chugwater Division Stage Station - Monument marks the site of a major stage station on the Cheyenne-Deadwood Stage Route.

Fort Laramie Bridge - The 1875 iron bridge over the North Platte River became a vital link in the Cheyenne-Deadwood Stage Road. It was the first bridge of its kind constructed west of the Missouri River.

George Lathrop Monument - Monument in memory of a veteran stagecoach driver and Indian fighter. Also an information sign on the Cheyenne-Deadwood Stage Road.

Hat Creek Monument - Marker and information sign near the site of Fort Hat Creek on the Cheyenne-Deadwood Trail.

Mother Featherlegs Monument - A famous roadhouse madam was robbed and murdered here by Dangerous Dick Davis, also known as "The Terrapin."

Canyon Springs Stage Station - Site of the only successful robbery of a stagecoach on the Cheyenne-Deadwood Trail. Three men died and two were wounded by gunfire. $140,000 was stolen.

Re-enactment on the trail near Fort Laramie

Other Significant Trails:

The Texas Trail
Along this trail passed the greatest migration of men and cattle from Texas to replace the fast vanishing buffalo in Wyoming and Montana. Used from 1876 to 1897, the Texas Trail entered Wyoming where the town of Pine Bluffs now sits. It extended north through eastern Wyoming on a line parallel to today's U.S. 85, connecting to the current I-90 corridor at Moorcroft, then up the Little Powder River and into Montana. Much of the trail paralleled the Cheyenne-Deadwood Stage Route. Most of the early herds passed through Wyoming and were used to establish Montana's ranching industry, but cattlemen soon recognized the value of Wyoming's grasslands and started ranches here.

The Outlaw Trail:
The Wyoming section (not located on the map) of the Outlaw Trail was used from the late 1800s through 1900. The trail was used by the "Wild Bunch," a group of notorious outlaws including Butch Cassidy and his gang, as well as many others. The Outlaw Trail entered southwestern Wyoming near Rock Springs, extended through the Hole-in-the-Wall near Kaycee, north past Sheridan and into Montana. The Outlaw Trail was more a series of linear destinations than an actual trail route.

Other Significant Historical Sites:

Ashley's 1825 Rendezvous - The First Rocky Mountain Rendezvous was held during June and July 1825. One hundred twenty trappers gathered to barter furs at Burnt Fork. Among those assembled were some most colorful characters. Roadside information sign.

Granger (Hams Fork) Stage Station State Historic Site - Restored ruins of a stage station located at the point where the Overland Trail joined the older Oregon-Mormon-California trail system. Interpretive signs, buildings not open to the public.

Fort Fred Steele State Historic Site - Built in 1868 to protect the crews building the Union Pacific Railroad at the point where the tracks cross the North Platte River. Closed in winter, free.

Expedition Island - John Wesley Powell launched his epic expedition to explore and map the Green and Colorado rivers and the Grand Canyon from this place in May, 1869. Interpretive site and sign in Green River Island Park.

Father Pierre DeSmet Site - The first Roman Catholic Mass in the Rocky Mountains was conducted by Father DeSmet during the fur trade's Green River Rendezvous in 1840. County road, roadside shrine/monument.

Upper Green River Rendezvous - Six fur trade rendezvous' were held in the region between 1833 and 1840. At Trappers Point Interpretive Site.

Fort Bonneville - Site of a fur trading post erected by Captain Benjamin Bonneville in 1832. Roadside information sign.

Astorians Campsite - A site used by the westbound Astorians in 1811 on their journey to the Pacific and used again by Robert Stuart and returning Astorians in October 1812. Roadside information sign.

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